

Attributes: The values and principles that we want the Michigan transportation system to embody or exemplify in the future.

Table 1 Cross Tabulation of Public Input on Long Range Vision for Transportation: Attributes

<i>Domain</i>	<i>EAG</i>	<i>Stakeholders</i>	<i>Public Meetings</i>	<i>Interviews</i>	<i>Survey</i>
Travel Characteristics	<ul style="list-style-type: none">• User friendly				<ul style="list-style-type: none">• Better traffic flow during rush hours and highway construction
Safety	<ul style="list-style-type: none">• Safe	<ul style="list-style-type: none">• Safe to all	<ul style="list-style-type: none">• Safety<ul style="list-style-type: none">○ Reduction of motor vehicle crashes○ Pedestrian travel		<ul style="list-style-type: none">• Safer highways
Security	<ul style="list-style-type: none">• Secure				
Land Use		<ul style="list-style-type: none">• Supported Land Use Goals	<ul style="list-style-type: none">• Better jurisdictional coordination and cooperation on land use decisions	<ul style="list-style-type: none">• Better linkage between land use and transportation• Sprawl (14 Stakeholders)	
Environment	<ul style="list-style-type: none">• Environmentally friendly• Energy efficient	<ul style="list-style-type: none">• Energy efficient• Environmentally friendly & efficient• Beautiful, aesthetic, context sensitive design	<ul style="list-style-type: none">• Sustainability<ul style="list-style-type: none">○ Ability to maintain what is built○ Better community design/minimal sprawl○ Better jurisdictional coordination and cooperation on land-use decisions		
Aviation				<ul style="list-style-type: none">• Better choices in accessing airports	

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Non-motorized Travel		<ul style="list-style-type: none"> • Choices 	<ul style="list-style-type: none"> • Improved access 		
Intercity Passenger		<ul style="list-style-type: none"> • Tying communities together, help in planning 		<ul style="list-style-type: none"> • Intercity passenger rail is important 	<ul style="list-style-type: none"> • Greater availability of long distance transportation options (rail and buses)
Transit		<ul style="list-style-type: none"> • Mobility options 	<ul style="list-style-type: none"> • Choice <ul style="list-style-type: none"> ○ Innovative approaches to public transportation ○ Complete networks/connectivity ○ Larger transit service for areas/regional travel 	<ul style="list-style-type: none"> • Mode choice (10 Stakeholders) 	<ul style="list-style-type: none"> • Greater availability of public transportation
Highways, Bridges		<ul style="list-style-type: none"> • Highways function to move people 		<ul style="list-style-type: none"> • Add capacity only where needed • Congestion on major highways (16 Stakeholders) 	<ul style="list-style-type: none"> • Better pavement conditions
Freight		<ul style="list-style-type: none"> • Seamless commodity flows 		<ul style="list-style-type: none"> • Incorporate freight needs into the system 	
Conditions, Performance		<ul style="list-style-type: none"> • Artfully designed • Well maintained 	<ul style="list-style-type: none"> • Improved on-time performance 	<ul style="list-style-type: none"> • High priority to addressing system preservation, maintenance, asset management, congestion, safety • Maintenance of existing roads (25 Stakeholders) 	<ul style="list-style-type: none"> • Faster, more efficient completion of highway projects

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Economic Performance Economic Performance (Cont'd)	<ul style="list-style-type: none"> • Cost effective • Asset to competitive economic growth 	<ul style="list-style-type: none"> • Asset to economic growth 	<ul style="list-style-type: none"> • Better access to jobs 	<ul style="list-style-type: none"> • Expand network to support economic development 	<ul style="list-style-type: none"> • 61% prefer to devote money to highways • 27% prefer to devote money to other modes
Socioeconomics	<ul style="list-style-type: none"> • Technology Leader • Visitor friendly • Economically accessible to all, meeting ADA and other accessibility standards • Asset to quality of life 	<ul style="list-style-type: none"> • Equally & economically accessible to all • Multiple modes of travel • Sustainable, providing future options – economic, social, environmental • Identification of new modes and technologies, creativity in transporting goods and people 		<ul style="list-style-type: none"> • Strengthen public participation process 	<ul style="list-style-type: none"> • A greater effort to take the public's needs and views into consideration in transportation decision-making
Finances		<ul style="list-style-type: none"> • Cost effective • Longer appropriation cycles for reliability • Adequate funding for all modes 	<ul style="list-style-type: none"> • More funding options (consider tolls, user fees vs. taxes) 	<ul style="list-style-type: none"> • More balanced transit investment, more education, more funding options 	
Integration	<ul style="list-style-type: none"> • Integrated • Adaptable and expandable infrastructure 	<ul style="list-style-type: none"> • Integrated • Connectivity • Access planning, comprehensive planning • All modes equally valued • Adaptable & expandable • Seamless 	<ul style="list-style-type: none"> • Integrated transfers between modes 	<ul style="list-style-type: none"> • Emphasize multi-modalism and connectivity 	